

Applicants : Ralf Eising, Oliver Moll, Torssten Sattler,
Serial No . : Thilo Walloschek and Rüdiger Ostholt
Response to Office Action : 10/668,053
Page : Mailed 12/14/2004
Page : 2

The listing of the claims will replace all prior versions and listings of claims in the application:

LISTING OF CLAIMS:

Please cancel claims 3, 5, 7, 9, 10, 18 and 22.

Please amend claims 1, 4, 6, 8, 11-13 and 20.

1. (Currently Amended) A chain block, comprising:

a drive motor and an at least one-stage transmission;

said drive motor having a motor shaft, said transmission having an input shaft, said motor shaft connected at a take-off side via a slip clutch to said transmission input shaft;

said transmission having a first gear mounted in a housing via pivot-bearinga first pivot bearing and a second pivot bearing; and

wherein said transmission input shaft is mounted floating in said first and second pivot bearings in order to affect the frictional force of said slip clutch; and

wherein said transmission input shaft has a pinion that is configured in a spiral

gearing so that, during operation of the chain block, the axial force produced by said spiral gearing leads to a changing in frictional force of said slip clutch in a lengthwise direction of said transmission input shaft.

2. (Original) The chain block of claim 1 wherein said slip clutch is arranged near said first gear on said transmission input shaft and thrusts against one of said pivot bearings.

3. (Cancelled)

4. (Currently Amended) The chain block of claim 3-2 wherein the axial force produced by said spiral gearing results in an increasing of the frictional force of said slip clutch at least when said chain block is hoisting.

Applicants : Ralf Eising, Oliver Moll, Torsten Sattler,
 Thilo Walloschek and Rüdiger Ostholt
Serial No . : 10/668.053
Response to Office Action : Mailed 12/14/2004
Page : 3

5. (Cancelled)

6. (Currently Amended) The chain block of claim 5_1 wherein the axial force produced by said spiral gearing results in an increasing of the frictional force of said slip clutch at least when said chain block is hoisting.

7. (Cancelled)

8. (Currently Amended) The chain block of claim 7-11 wherein said spring element comprises flat spring elements.

9. (Cancelled)

10. (Cancelled)

11. (Currently Amended) The chain block of claim 7A chain block, comprising:
a drive motor and an at least one-stage transmission;
said drive motor having a motor shaft, said transmission having an input shaft, said
motor shaft connected at a take-off side via a slip clutch to said transmission input shaft;
said transmission having a first gear mounted in a housing via a first pivot bearing
and a second pivot bearing; and
wherein said transmission input shaft is mounted floating in said first and second
pivot bearings in order to affect the frictional force of said slip clutch, wherein one end of
said transmission input shaft is thrust against said second pivot bearing across a spring
element in order to activate said slip clutch, wherein pretensioning of said spring element is
adjusted by said first pivot bearing being adapted to travel lengthwise in said housing and
be moved in a direction of said spring element by a set screw thrusting against said
housing.

Applicants : Ralf Eising, Oliver Moll, Torsten Sattler,
Serial No . : Thilo Walloschek and Rüdiger Ostholt
Response to Office Action : 10/668,053
Page : Mailed 12/14/2004
Page : 4

12. (Currently Amended) The chain block of claim 11 wherein said including a brake that is spaced from said housing at a distance established by said set screw.

13. (Currently Amended) The chain block of claim 1 wherein said including a brake that is arranged at an end of said transmission input shaft away from said slip clutch and acts on said transmission input shaft.

14. (Original) The chain block of claim 13 wherein said brake is configured as an electromagnetically operated disk brake.

15. (Original) The chain block of claim 14 wherein said slip clutch comprises a pressure disk that thrusts against said first pivot bearing and a clutch disk with a clutch lining, wherein said transmission input shaft thrusts against said clutch disk.

16. (Original) The chain block of claim 1 wherein said slip clutch comprises a pressure disk that thrusts against said first pivot bearing and a clutch disk with a clutch lining, wherein said transmission input shaft thrusts against said clutch disk.

17. (Original) The chain block of claim 2 wherein said slip clutch comprises a pressure disk that thrusts against said first pivot bearing and a clutch disk with a clutch lining, wherein said transmission input shaft thrusts against said clutch disk.

- 18. (Cancelled)**

19. (Original) The chain block of claim 6 wherein said slip clutch comprises a pressure disk that thrusts against said first pivot bearing and a clutch disk with a clutch lining, wherein said transmission input shaft thrusts against said clutch disk.

Applicants : Ralf Eising, Oliver Moll, Torsten Sattler,
 Thilo Walloschek and Rüdiger Ostholt
Serial No : 10/668,053
Response to Office Action : Mailed 12/14/2004
Page : 5

20. (Currently Amended) The chain block of claim 7-11 wherein said slip clutch comprises a pressure disk that thrusts against said first pivot bearing and a clutch disk with a clutch lining, wherein said transmission input shaft thrusts against said clutch disk.

21. (Original) The chain block of claim 8 wherein said slip clutch comprises a pressure disk that thrusts against said first pivot bearing and a clutch disk with a clutch lining, wherein said transmission input shaft thrusts against said clutch disk.

22. (Cancelled)